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## Minutes Council Transportation Committee September 20, 2005

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**Minutes of the Council Transportation Committee held on Tuesday, September 20, 2005, 3:00 p.m., in the 3<sup>rd</sup> Floor Conference Room, 31 E. Fifth Street, Tempe, Arizona.**

**Councilmembers Present:**

Councilmember Len Copple, Chair  
Councilmember Barb Carter

**City Staff Present:**

City Clerk Kathy Matz  
Deputy Public Works Manager Carlos de Leon  
Police Commander Phil Harris  
Economic Development Specialist Dan Henderson  
Transit Operations Supervisor Greg Jordan  
Principal Engineer Greg Kent  
Public Works Manager Glenn Kephart  
LRT Project Manager Jyme Sue McLaren  
Community Outreach Supervisor Amanda Nelson  
Neighborhoods Specialist Elizabeth Thomas

**Guests Present:**

Eric Emmert, Tempe Chamber of Commerce  
John Farry, Valley Metro Rail  
Garin Groff, *East Valley Tribune*  
Steve Hazel, President/CEO, Tempe Schools Credit Union  
Margaret Hunnicutt, Senior VP/CFO, Tempe Schools Credit Union  
Niels Koepke, Citizen  
Maryanne Miller, President/CEO, Tempe Chamber of Commerce  
John Minnett, Transportation Commission

***Councilmember Copple called the meeting to order at 3:05 p.m.***

**LRT Update – Asset Assistance Program**

Maryanne Miller, President of the Tempe Chamber of Commerce, introduced Eric Emmert, Vice President of the Tempe Chamber of Commerce, Steve Hazel, President and CEO of the Tempe Schools Credit Union, and Margaret Hunnicutt, Senior Vice President and CFO of the Tempe Schools Credit Union. They will be speaking about an asset assistance program to help businesses get through the light rail construction. This program is unique.

Eric Emmert outlined the program:

- Chamber started researching the best practices for construction mitigation after businesses raised questions about financial assistance.
- Portland, Oregon, and Salt Lake City, Utah, investigated both municipal and private-sector loan programs.
- Tempe Chamber put together a pilot program. Tempe Schools Credit Union wants to be a lender based on the model program, with \$100K guarantee from the City.
- Discussed with Tempe staff about possible pools of money to guarantee a portion of any financial assistance. CDBG funds were suggested as a possible source.
- Unique aspect of program is that it is a line of credit rather than a loan, being done through the private sector with potential municipal assistance.
- Qualifications for businesses:
  - Must go through an application process
  - Must be on a parcel adjacent to the light rail line section
  - Must be independently owned and operated
  - Must agree to participate in program seminars
  - Must agree to terms of the credit line
  - Must have been in business for two years
  - SCORE representatives will assist with business marketing plans
  - Must be a healthy business and can get through the construction
- Tempe Schools Credit Union has agreed to a credit line set at Prime + 1% for 48 months.
- More than 370 businesses along light rail in Tempe, 143 could be eligible.
- \$2.8M impact (\$20K maximum loan)
- \$100K guarantee from the City.
- Businesses will get ongoing help and support to meet line of credit and collection procedures, if needed.

Steve Hazel thanked the Committee for this opportunity. They want to continue their support in the community. They have been the sponsor Credit Union for the Chamber of Commerce for many years and look forward to contributing to the community.

There was general discussion regarding: SCORE involvement, notification plans for businesses, how the line of credit works, use of CDBG funds, the \$100K contingency funds, legal issues, and when to notify businesses of the program.

**CONSENSUS:** Staff should place the issue on a November Issue Review Session agenda.

### **Light Rail Update**

Gregg Kent provided a Light Rail update:

- Town Lake Bridge is on schedule.
- Line 4 is slightly behind schedule.
- Line 5 – utility relocations, removing track, salvaging trees along Apache Boulevard, some archeological finds.

There was general discussion regarding: location of the remains, related tribal issues, ASU building demolition, arts funding from Transit Program (bridge and all line sections - \$4M total, \$2.1M of that from Tempe).

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### **Neighborhood Circulator Planning**

Carlos de Leon stated that planning began three months ago.

Gregg Jordan summarized:

- Zone development for neighborhood circulators
- Zone evaluation criteria (from 7 original zones to 4)
- All four multigenerational centers are in the remaining zones
- Circulators will reduce the burden on the transit system.
- A major assumption is that downtown Tempe is the epicenter and the circulator system is built around that.
- Neighborhood meetings in each zone will be scheduled. The purpose of the meetings will be to determine the degree of support for this service.
- Input will be sought from the Neighborhood Advisory Commission.
- Advantages: Connects all multi-generational centers, many schools, ASU and downtown.
- Challenges: Funding and Fleet - Assuming the 20 electric-hybrid buses are successfully retrofitted within the next 12 to 15 months, an additional 15 to 20 buses will still be required to provide the proposed service.

Staff recommendations:

- Develop comprehensive Neighborhood Flash System that serves: Neighborhood Flash, North (Zone 1), South (Zone 3), East (Zone 2), and West (Zone 4).
- Concept requires that current Neighborhood Flash be broken into two routes to effectively include the portion of Zone 4 that resides below University drive. Survey being conducted to determine what percentage of ridership is riding through downtown.
- Although several connection points may exist between the four bus routes, staff envisions a major connection point at the future Transportation Center. Schedules would be developed to maximize the convenience of connecting between routes.

There was general discussion regarding: whether circulators should service ASU, the free ASU bus passes, areas covered, potential partnerships with ASU and Scottsdale, fleet numbers, financial issues, survey of current riders, distinguishing FLASH buses from regular buses, timeline, lead time to buy buses.

Councilmember Copple noted that the north route should be done in time for the opening of the North Multigenerational Center. FLASH should be for our residents, the elderly, and kids. He doesn't want it to circulate on campus. Councilmember Carter agreed.

### **Future Agenda Items**

- Veterans Memorial/Transit Center Issues

***Meeting adjourned at 4:00 p.m.***

Prepared by: Connie Krosschell  
Reviewed by: Kathy Matz